

Picture of the Month



Special guest Jeff Skiles posed for a photograph with EAA Chapter 932 President, Bruce Schottland and a copy of the March issue of Galt Traffic at the Safety Seminar, March 10. Photograph taken by Joshua Wallis.

How to Make a Pipercicle

By Larry Schubert

Galt Traffic readers may recall my last article, about a low-time, high-confidence pilot finding himself in weather trouble. Well, let's move the calendar forward a few years. By now I had accumulated significantly more experience, and the degree of wisdom and caution that we all need to really fly safely. Plus, I had that instrument rating that, for the most part, turned my little Cherokee into a good traveling machine.

This story unfolds as I was planning a trip to Flying Cloud Airport, up near Minneapolis. It was winter, but the weather looked decent. It looked clear most of the way, with maybe some easy IFR close to my destination. I fully expected to fly an instrument approach into

Flying Cloud, but the bases were over 1,000 feet, and the tops not much higher. It appeared to be an easy, thin layer; pop through that, and I'd be home free.

The journey unfolded as expected. It was a lovely day to fly, and I motored north in clear sky and light winds. As I got near the Minneapolis area, the deck started to appear. Just a puffy white thing below me, probably not more than a thousand feet thick.

Being the wise fellow I had become at this point, I thought about ice. In fact, I fully expected to get a little on my way through that stratus layer. I'd be through it quickly, so no big deal. Remember though, my only ice protection was a heated pitot tube.

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Editor's Note

The photograph of Dave Spitzbart's luxurious new hangar we published last month raised a lot of questions with our readers.

People were very impressed with the disco ball and the hot tub but were surprised that Dave only had the one plastic chair and to be honest that looked like it might have been misappropriated from the EAA hangar!

GT reached Dave on his Sat phone and he told us "gold plated gravel and persian rugs aren't cheap you know."

And then there was that \$15 billion anonymous donation Dave made for the new state-of-the-art GWOS system (but I'm not supposed to mention that).

"I guess that didn't leave you much for the grill and the cooler, Dave?" I asked him.

Dave's response was "now wait a minute, that was a loan. You are going to pay me back aren't you?..."

Our interview was unfortunately rudely interrupted at that point when the line went dead. Those Sat phones are so unreliable, aren't they?

I made some more progress towards my 2012 goal of 40 hours of flying. In March I did two night flights - the first to get night current and the second was a cross country to Bloomington (BMI) for dinner at CJs. Definitely worth a visit.

I got a total of 3.9 hours in March and 1.25 in April bringing my year to date total to 9.75 hours. Only 30.25 hours to go to reach my 2012 goal!

Beth Rehm, Editor
editor@eaa932.org

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If you're going to fly in winter, you are going to find ice from time to time. You first avoid areas where it's expected, and if you encounter it, you get out. Pretty simple rules to live by. In this case, my "get out" if I encountered ice was a decent down the glideslope to the clear air underneath that stratus layer. After all, how much ice can you pick up in a thin stratus layer on a nice winter day?

I was about to find out.

Vectors to pick up the localizer brought me down into that stratus layer. And it did so quite a distance from the final approach fix.

Almost immediately, I noted that nasty little layer starting to form on the leading edges. And this was not a gradual thing, it was accumulating quickly and I had a long ways to go. It felt like I was just crawling along that approach, as the ice built on the wings, and the windshield. I could have abandoned the approach and popped up into clear air, but I felt that I was close enough to breaking out beneath that it was smarter just

to keep going. Check pitot heat ON, check carb heat ON, and forge ahead. And remember to be very careful with flap usage. Probably not use them at all, as I did not know what kind of experimental airfoil I was then flying.

I finally popped out under the clouds on the glideslope, and had enough of a clear spot on the

windscreen (small, but clear... Cherokee defrosters are not the best) to see the runway.

I landed flaps up, and taxied to the FBO. That went pretty well, all things being considered. A bit of ice, but I handled it properly and lived to tell the tale.

Then I got out of the airplane.

I could not believe my eyes. There was ice EVERYWHERE. The vertical stabilizer was iced all the way up to the beacon. The leading edges of the tail and wings had a pretty good layer, as did the landing gear struts and just about everything else.

What amazed me the most was my propeller. There was ice from the hub to about halfway out each blade.

I just kind of stood there in shock. I hate to think how much extra weight I was carrying with the ice, or how close I might have come to a pretty

launched home with a clean airplane in clear skies.

I decided to fly high to take advantage of favorable winds. I was up at 11,500, enjoying the view of puffy cumulous clouds, some of which rose to my altitude. Following an airway on my IFR flight plan, I noted that I was going to fly through the very top of one of those big, friendly looking clouds. This would be fun...I love the feeling of speed as you blast through cloud tops. In I went, and PLOP, a coating of clear ice splatted onto my windshield immediately. It was like someone dumped a bucket of ice water on the plexiglass. I could not see a thing. I probably wasn't in that cloud more than 10 seconds. That's how fast ice can happen.

It took about ½ hour at altitude for that ice to sublimate and give me

forward vision again. It was not a scary situation. It was actually kind of amusing, and a good lesson in how quickly ice can give you a "gotcha."

So, there are two examples of how to make a Pipericle. I don't recommend either one, but if you have to try the recipe, go for the latter.

L a r r y

Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual. He's been a Galt tenant for his entire flying life. He intends to keep the Cherokee (Lucy) until (A) she dies of old age or (B) he dies of old age or (C) his wife, Leslie, buys him that cool Icon amphib he's drooling over.



An example of ice build-up on a wing. This is not Larry's plane, but I bet he wishes it was! Photograph shamefully stolen from the Internet.

serious situation. I was thankful that morning for that old bird... a forgiving creature, with no nasty habits and patient of abuse. She most certainly saw me safely through that experience.

I asked the line folks to put her in a hangar to thaw her out, which they did while I was off doing business. I returned a few hours later and

Professional Opinions

Preparing For Your Flight Review

By Captain Jean Forni

The most often asked question to me, as a CFI (other than what's good place to fly to for pie) is, "what can I expect on my Flight Review and how should I prepare for it?" I always think it's important to know the rules for any game. Therefore I suggest consulting the Good Ole FAR's and see what they have to say about it.

Part 61.56 Flight Review says it needs to include at least an hour of flight and at least one hour of ground. During this time we must: 1) review the general operating and Part 91 flight rules, and 2) review those maneuvers and procedures necessary to demonstrate the privileges of the pilot certificate.

Two things stick out at me here. The word "review" keeps appearing again and again. I don't see the words "check ride" or "test" anywhere. Also, the word "privileges" appears. I learned as a kid that "privileges" could be taken away if I didn't comply with my parents' expectations. To keep the privileges of my pilot certificate, I need to comply with the FAA's expectations.

So, just where can I find those expectations? There's a bunch of good study guides published summing all this up that can be bought online or at any FBO, but I'm a cheap airline pilot. Where can I find this information for free? My friend the online FAR's (at faa.gov) come to my rescue. For a Private Pilot, as an example, sections 61.102 to 61.110 spell out exactly what I should know. Now, I have to admit, the FAR's get a little dry to read, but this is only a couple of pages.

Another resource is the online Practical Test Standards (again at faa.gov). Look at those appropriate

for your certificate. This not only lays out the maneuvers, it also clearly states the tolerances accepted for the maneuvers. This is good. The FAA states in clear words what their expectations are (my parents were never that clear!).

So, now that you know the rules, let the games begin. The first thing is to get your documents in order. Have your license, current medical, and logbook handy. Confirm that the aircraft you are using complies with all maintenance requirements. Have a current chart in your possession.

Your instructor will probably have you plan a cross country. You should prepare a flight log, weight and balance, and write down the information from a complete weather briefing. Some good resources from faa.gov are:

- 1) General Aviation Pilot's Guide to Preflight Weather Planning,
- 2) Weather Self Briefings, and
- 3) Weather Decision Making.

The hour of ground will quickly be taken up by you and your instructor going over your flight planning. You've already shown that you know the basics by the sheer fact that you have a license, so special emphasis might be placed on weather decision making, risk management, personal minimums, and General Aviation Security (TFR's and such).

The instructor might also review your log book to see what kind of flying you've been doing the last two years. I have a hunch if you've been doing mostly aerobatics the last couple years, less time will be spent on stick and rudder issues, and more time on types of airspace and perhaps cross country elements.

Likewise, if you've been a road warrior the last couple years, more

emphasis might be placed on short/soft field take offs and landings, as well as maybe minimum controllable airspeed and stall work.

A good instructor will integrate all the information you are responsible for by discussing real world questions in the specific areas that might need to be dusted off and reviewed. After all, being a pilot isn't just about memorizing rules and regulations. It's about applying that information to every day flying. I always compare it to learning how to conjugate verbs when studying a foreign language. Knowing the past participle form of the verb "to go" is great; however, if you can't ask someone where the restroom is you might be in trouble.

Next is the fun part, flying! In a nutshell, the instructor is going to look at three different areas:

1) Physical Airplane Skills. Does the pilot fly the airplane or does the airplane fly the pilot? Can you perform the maneuvers to the standards of the appropriate Practical Test Standards?

2) Mental Airplane Skills. Does the pilot demonstrate knowledge and proficiency in the aircraft systems, avionics, and any handheld devices? What if some of these things fail?

3) Aeronautical Decision Making Skills. You will be given many opportunities to make decisions. How did you arrive at these decisions? Do you identify hazards and threats? What do you do to mitigate these threats?

The last part is, in my opinion, the most important and the most neglected part of a Flight Review: the post flight debriefing. This should not be a time where the instructor

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throws at you a laundry list of mistakes you made. It should be an opportunity for you to verbally replay the events. Then, you and the instructor can discuss, perhaps reconstruct some events, and reflect on what was done perfectly and what can be done better next time to improve your future flights. This Flight Review isn't for the benefit of the instructor; it is for your benefit. For once, it really is all about you!

I would be remiss if I didn't mention my old friend, the Wings Pilot Proficiency Program at faasafety.gov. As you may recall, the completion of a Wings Phase counts as a Flight Review. Also, just completing the Knowledge portion of the Wings program can count towards the one hour ground portion

of your Flight Review. These are some great opportunities to do something different in completing your Flight Review.

To me, a good Flight Review is one where the pilot not only demonstrates good knowledge, skills, and decision making, but learns something as well. As CFI's we love to teach. We want people to learn. If you come away with something, anything, I'm a happy gal. Pointy end forward, rubber side down. Happy flying!

Jean Forni is a Captain on the Airbus A320 with United Airlines and a CFII. She has accumulated 15,000 hours over 30 years and together with her husband Bob, owns a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt.

APP OF THE MONTH



AVIATION W&B

This easy to use weight and balance calculator is designed as a reference tool for general aviation pilots.

After storing the specific basic data for the airplane(s) you fly, you can enter the details for each flight (fuel, front left, front right, baggage, etc.) and generate a load sheet and plot your center of gravity on a CG graph.

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100 Days to AirVenture '12

By John Roach

April 13, 2012 -- Audrey's Park Lot
24, Oshkosh, Wisconsin

Today was the unofficial start of this year's AirVenture activities. Of course the planning for AirVenture 2012 has been ongoing since AirVenture 2011 ended. But April 13, exactly one hundred days before the start of AirVenture 2012, was the beginning of the first AirVenture Work Weekends as volunteers from the Vintage Aircraft Association (VAA) gathered to build 18 picnic tables for the area around the Vintage Red Barn. The VAA has two additional Work Weekends scheduled for this spring leading to AirVenture itself.

As the countdown to AirVenture continues the South Maintenance work weekends will begin early in May and continue right up to the beginning of AirVenture. As a member of the VAA (and with no work scheduled for the Fab Shop where I usually volunteer) I spent the day working in the Carpenter Shop assembling the tables. The first couple of tables took a little longer than forever to complete. But by the end of the day, when all the parts had been fabricated and the process had been learned, the last table took less than five minutes to go from parts to ready to ship.

The day was fun, working with some old friends and making some new friends. And, like all of the work weekends I have attended, good food was provided at each meal. Because the VAA is a small group compared to the South Maintenance groups, they handle their own meals. Lunch was chili and cold cuts and dinner was



I couldn't find a photo of the Red Barn, but this handsome fellow was kind enough to model a picnic bench at Oshkosh for us! Photo by Beth Rehm.

roast beef, mashed potatoes, corn, fresh veggies, and ice cream. Both meals prepared and served in the Farm House rather than the Volunteer Mess Hall used during the Maintenance Work Weekends.

Dinner was special for me. Paul and Audry joined us for the meal and I was lucky as Paul came over and sat down beside me. Paul has often dropped by the Fab Shop while I was working there but we had never had an extended conversation. Tonight at dinner I wish I had had a tape recorder. Paul talked extensively about the origin of EAA, its growth over the years, and how he sees it evolving over the years to come. He talked about some of the many problems that AirVenture has experienced in the past and mentioned others that would have to be addressed in the future.

So, with only one hundred days to do the thousands of things necessary to make AirVenture the world's premier aviation event, it's really the volunteers who make it

happen. It's easy to see the role played by volunteers during AirVenture. Directing landing aircraft to their parking areas, driving trams, assisting in all kinds of ways. But no matter how many AirVentures you attend, you don't really get the full AirVenture kick, unless you've been part of the work weekends that prepare the grounds, put up the signs, paint the buildings and complete the thousands of tasks that add up to a whole new way of looking at EAA and AirVenture.

AirVenture is a terrific experience for anyone interested in any part of aviation. But to feel the whole AirVenture experience, come a week or two early or spend a weekend in May, June, or July in Oshkosh. Become part of the show rather than just a face in the audience.

John Roach is a long time EAA Chapter 932 member and flies a 1946 Ercoupe 415-C (N2427H). John spends most of his summers in Oshkosh working on various projects in preparation for AirVenture.

Eric's First Flight Fiascos

By Captain Eric Rehm

Spring is in the air and every time I go out to Galt I see more people around and more planes in the air. I have also noticed a couple of new first solo t-shirt tails in the FBO which got me to thinking that Galt and other airports will see some new aviation enthusiasts show up this summer looking for that first flight experience, wondering if flying is for them.

That first flight will undoubtedly make a huge impression and may even make up their mind to continue on the path to becoming a pilot or not. I wanted to share a couple of experiences of mine with you to illustrate my point.

I was out at Galt a couple of weeks ago, doing my best with my limited carpentry skills to help my wife Beth with her Pietenpol project, when Jeff Hill Sr. asked if I wanted to go fly with him in his Aeronca L-3B.

I have to say I was a bit gun-shy. I had just reacquired my FAA medical after having lost it seven months ago due to a heart problem. At that time I hadn't, and still haven't, flown for my company since September. I have flown with my wife in our rented Archer quite a few times but under her license. I guess in a way I quit thinking of myself as a real pilot and since this was my first opportunity to to fly since I got my medical back, I didn't want to embarrass myself.

Jeff asked if I had flown anything like the L-3 before and I answered no thinking I hadn't flown a L-3 before. I had flown Larry Ewing's Christavia MK-1, locally known as the Chubby, last summer and Larry had given me a tail wheel endorsement.

I should have told Jeff that although I really didn't feel all that confident in my tail wheel abilities. Jeff said that we could make the flight a bit of a lesson. I thought that was a great idea. He started with a



Jeff Hill, Sr. shows Eric how to preflight his 1942 Aeronca L-3B before their flight on April 14. Photo by Beth Rehm.

preflight, taught me how to hand prop the engine and off we went for a hour and a half flight.

Jeff gave me some tips and exercises to do to familiarize myself with the adverse yaw conditions of the plane, we went over to Bigfoot and did some landings and takeoffs, climbed up to altitude for some steep turns and stalls and finally did a IFR (I Follow Roads) approach back to Galt at 500' AGL.

During the entire flight Jeff was smiling, laughing and telling stories interspersed with giving me pointers and demonstrations. I had an absolute ball and since I had just got my medical back and I hadn't flown in such a while it kind of felt like an intro flight to me, a welcome back to aviation if you will.

My jaunt with Jeff although not an intro flight is a great example of how to make a great impression on a first flight and Jeff is the perfect person to do it with. He is confident and knowledgeable, relaxed and gregarious. He exudes the kind of attitude that puts a person at ease, knowing they are safe but enjoying

the experience in part because they know Jeff is too. If this was my first flight I would have gone immediately to the front office and asked when I could begin my flight training.

Alas all first flights are not created equal. I still kick myself for inadvertently scaring my little sister back when I was a flight instructor in Dallas, Texas.

Jennifer had made the trip to Dallas to visit my parents and me probably during one of the holidays. I really wanted to take her flying as this was my first flying job and I was excited to show her where I was working and what I was doing. She was a bit reluctant and in my enthusiasm I didn't recognize that as an issue.

We went out to the airport and I put her in the school's venerable Cessna 150 for an aerial tour of downtown Dallas. Since I was comfortable with the plane and had done flights like this all the time, I figured she was as comfortable as I was. An incorrect assumption as it

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turned out.

We buckled up, I started the engine and in about 5 minutes we were rotating. At about 50 feet above the ground the passenger door popped open. No big deal for those of us in the know but this put an already anxious Jennifer over the edge.

I hadn't even noticed the door pop open until Jennifer said, "Eric the door is open" in a slightly panicked voice that was about two octaves higher than her normal voice. I asked her if her seatbelt was on, which it was, and then told her not to worry about it. That did not go over well. She then said in a slightly more panicked voice and about three octaves too high, "But Eric, the DOOR is open!" I wanted to keep flying the airplane since we were only about 100 feet above the ground at this point but I finally realized she was scared. I reached over, grabbed the door handle and gave it a good pull and it latched, just barely but this seemed to ease her mind a bit.

We had a nice flight around Dallas and no I didn't do any kind of mean big brother stuff like "hey Jen want to see what a spin is?" but she has never to my knowledge got in a GA airplane again and has certainly never flown with me again.

I don't think Jennifer would have ever decided to learn to fly and she probably will never feel truly comfortable in small planes but I could have done some things differently that day to make her flight more enjoyable and relaxing.

I could have taken some time to talk to her about the airplane, showing and explaining to her what I was doing during the preflight and run-up etc and asking her if she had any questions or concerns. I think this would have eased her anxiety a bit since knowledge, however rudimentary, can make a person feel more in control. Maybe if I had done



Addison Airport near Dallas, TX, where Eric worked as a flight instructor.

that we would have had a more successful flight and she might actually fly with me today. I can hear her now, "Yeah right."

Sometimes no matter what you do, some passengers will never enjoy the experience. A young man walked into my old flight school one spring day asking for a ride in an airplane. He told me he was afraid to fly, especially in small planes but he badly wanted to go on a vacation with his friends and this vacation would entail him getting into a smaller airplane to get to the destination. He thought it would be a good idea to see if he could deal with flying before plunking down a sizable deposit on the vacation. I agreed to take him flying although I have to say I was a bit dubious in how it might turn out.

We got into a C-152 and as soon as the engine turned over he got nervous. This time I explained to him what I was doing, unlike when I flew with my sister, but it didn't help. While taxiing to the runway he asked if we could go up and down the runway a couple of times before we took off. I told him we couldn't do that due to the rules of the airport but I would let him know during the takeoff roll when we needed to takeoff. At that point I told him he could make the call on whether we would takeoff or abort and taxi back to park.

On the takeoff roll at about 50 knots I told my passenger it was now or never and he decided to takeoff. I ever so gently pulled back on the yoke.

As soon as the wheels broke

ground he flipped out. He started screaming, "OH GOD, OH GOD, OH GOD," without pause. He also reached over to my right leg and started alternately squeezing my leg and twisting my jeans like a tourniquet. I figured this guy was beyond talking to so I called the tower and informed them that we would have to stay in the pattern and return for landing.

I started a very shallow left turn to the crosswind leg and the guy quit saying OH GOD long enough to scream, "WHAT ARE YOU DOING?" I was a bit annoyed at this point so I told him rather brusquely that if we were going to land we had to turn around. He seemed to understand that and went back to his oh god mantra. I should also add that I didn't particularly like this guy grabbing my leg but I figured that my leg was better than something that was critical to flight... like the yoke.

We got around the pattern and as we got nearer the ground my passenger got a little quieter. When we touched down I swear you could literally see all the tension release from his body. He quit screaming, released his hold on my leg and started to apologize.

Neither one of us suggested we try it again.

In hindsight the guy probably should have sought out some professional help before he attempted to go fly in a small aircraft. I don't think there was anything I could have done to change the outcome. Indeed I think I did the right thing by immediately returning to land. It would not have been a smart thing to take him out to the practice area and try to do some psychotherapy on him. Who knows what would have happened if I had prolonged the experience for him.

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Young Eagles Rally, May 19th

By Esther Medina, EAA Chapter 932
Young Eagles Coordinator

What is EAA Young Eagles? The EAA Young Eagles program was launched in 1992 to give interested young people ages 8 - 17 the opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers.

Since 1992, over 1.6 million Young Eagles have enjoyed a flight in more than 90 countries and have been flown by approximately 42,000 volunteer pilots.

As the May issue of Galt Traffic goes to press, we are finalizing plans for Chapter 932's first Young Eagles Rally of the year, which will be held at Galt Airport on Saturday, May 19th.

We will be hosting approximately 45 Young Eagles. To facilitate organization, participants will be arriving in two pre-arranged groups, at 9 a.m. and 12 noon. Our first group will be the Torch Club of Boys and Girls Clubs of Lake County and Dundee.

The second group will be comprised of two local Scout Troops—one led by one of Galt's very own; flight instructor, George Riger.

Many thanks are due to the pilots and ground volunteers who have participated in the Young Eagles Program. It is by the generous donation of volunteer's time and talent that the world of aviation is introduced to people who would not otherwise have the opportunity to experience it.

In doing so, we are inspiring the

next generation of pilots as well as educating local residents about the value of general aviation and wonderful local airports like Galt. We truly appreciate their contribution and for sharing their passion for aviation. My heartfelt thanks to you all, I believe you will agree, seeing the big smiles make it all worthwhile.

Chapter 932 has two additional Young Eagles Rallies planned for this year; September 8th and October 13th so please mark you calendars! For more information or to volunteer your services as a pilot or ground support, please contact Esther Medina at 815-648-4798 or medina.elm@gmail.com or Beth Rehm at 847-530-8014 vp@eaa932.org.

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It's always exciting for me to take someone flying who is totally or somewhat new to aviation although I have learned it isn't about me, it's about them and the experience they are looking for. I've learned to listen and ask questions about what the person wants to get out of the flight and then tailor that flight to them.

If you make the experience a good one who knows, you might inspire someone to learn to fly, get back into aviation after a long hiatus or at the very least you might infuse some of the enthusiasm you have for flying in them, making them a good will ambassador for general aviation.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.



KC-135 Memorial

Jeff Hill, Sr., snapped this picture of the memorial at Galt Airport to 24 crewmen who died when the Air National Guard tanker exploded in mid air over Wonder Lake during a storm on 3/23/1982.

A remembrance service for friends and family was held at Galt Airport on March 23rd this year.



Scan this with your smartphone to see the Aerostars Aerobatic Team practicing an evening aerobatic routine at Galt.



Click [here](#) if you don't have a smartphone.



Airport Technicalities

A special report from Justin Cleland, Airport Manager, Galt Airport.

We have some exciting news to report from JB Aviation this month. We have added a second Cessna 172 to our flight school!

N6782H, is now available for rental and instruction.

We hope this will alleviate scheduling conflicts for flight training, as well as free-up an airplane for weekend trips.

82H will rent for \$116 per hour and, if you're already checked-out in our other 172, our insurance will only require 3 takeoffs and landings with an instructor for rental privileges.

Let us know when you're ready to take it for a ride!

Also, you may have noticed the new advertisement in the newsletter for the General Store in Greenwood.

What great news to see another business open its doors in our neighborhood.

We've stopped in a few times already and it's a great place. Coffee, food, beer, and just about everything



JB Aviation's new Cessna 172 on the ramp at Galt Airport. Photo by Justin Cleland.

else you'd need for an afternoon at the airport.

We'd like to wish them the best of luck and I'm sure we'll all be stopping in soon!

Finally, don't forget to check the Galt Airport Twitter account for updates and local NOTAMS. I've been doing my best to keep up with any helpful information I can think of.

If you have anything specific you'd like me to keep an eye on, please don't hesitate to ask.

Former Galt CFI Injured in Florida Plane Crash

Former Galt flight instructor Tom Rhoades of Bull Valley was injured in a plane crash on April 2nd and is being treated for burns and respiratory damage in the intensive care/burn unit at Orlando Regional Medical Center in Orlando, Fla.

Also hurt were the aircraft owner, Kim Presbrey from Aurora, and three shoppers who were inside the Publix Supermarket when the single-engine, four-seat, experimental aircraft crashed through the roof and caught fire.

Officials still don't know what caused Presbrey's amphibious Seawind 3000 aircraft to crash just a few miles from the DeLand Municipal Airport shortly after taking off.

The crash is under investigation by the FAA and the National Transportation Safety Board (NTSB).

Cards or letters can be mailed to: Hubbard House @ Orlando Regional Medical Center
c/o Sam or Mary Rhoades
29 Miller St.
Orlando, FL 32806





Brian's Brainteaser

A monthly puzzle from Brian
Spiro, Director of Aircraft
Maintenance, JB Aviation
Management, Inc.

Brian says this problem can be solved by pre-school children in 5-10 minutes, by software programmers in about an hour, and by pilots... well let's see how you do!

Please email your best guesses and any complaints to maintenance@galtairport.com. The winner will be randomly selected from all the correct answers received and will be rewarded with a JB Aviation t-shirt.

Answer to the April puzzle;

Last month Brian was very naughty and designed a maze that had no way for him to actually get to his tool box.

However, we did receive several suggestions on how he could get to it, such as around the outside and one very enterprising reader even suggested a helicopter! Most of the suggestions we received were about what we should do to Brian! Thank you for those and we'll take all of them under advisement!

$$8809=6$$

$$7111=0$$

$$2172=0$$

$$6666=4$$

$$1111=0$$

$$3213=0$$

$$7662=2$$

$$9313=1$$

$$0000=4$$

$$2222=0$$

$$3333=0$$

$$5555=0$$

$$8193=3$$

$$8096=5$$

$$7777=0$$

$$9999=4$$

$$7756=1$$

$$6855=3$$

$$9881=5$$

$$5531=0$$

$$2581=?$$



Pancakes on the Tarmac!

Sunday, June 24th

8:00AM to 12:00PM

Lake in the Hills (3CK)

EAA Chapter 790 is planning to hold its first ever pancake breakfast on June 24th.

Tasty flapjacks, sizzling sausage, and lip-smacking, scrambled eggs, orange juice and coffee served up with friends and neighbors. What could be better? Fly, drive or bike in to what's guaranteed to be a fun morning.

Chapter 790 is also looking for volunteers, so if you're interested in lending a hand please contact Shane Stolarik at 847-989-7717 or eaashane@gmail.com.



EAA Chapter 932 News

President's Message

From **Bruce Schottland**, President,
EAA Chapter 932

Lots of exciting things continue to happen at Chapter 932! The Safety Seminar in March was a huge success and very well attended. Jeff Skiles and Sam Heiter were both great speakers.

In April we were able to pass new chapter by-laws. The last by-laws were over ten years old and desperately needed updating. I believe the new by-laws are much better suited to govern the chapter as it exists today. Also at the last chapter meeting **Kaylin Hart** took on **Tom Hoppe** for the "Are You Smarter Than a Fifth Grader" competition. Tom competed against Kaylin answering questions from the Private Pilot written test. He was a good sport, but lately every time I see him he is muttering something about a rematch.

And as many of you know, we are now working on a fly-in for June.

The fly-in is scheduled for June 9 and 10. Building on the great vintage

fly-in tradition started by **John Roach**, we are hoping to expand our reach by making this a weekend-long, family friendly event. We have stepped up efforts at getting the word out and we are inviting a Ford Model A and Model T car club to join us.

We will start Saturday at noon with a barbecue and have will have activities throughout the day. In the evening we will have a dinner, followed by an outdoor movie and overnight camping for pilots who fly in (and chapter members, of course).

We will start up Sunday again with a pancake breakfast. Right now we are seeking volunteers to help run the event. There is a sign up sheet in the FBO. Please sign up and lend a hand. We will also be discussing the fly-in at the next chapter meeting. I encourage anyone to join us.

Right now is as good a time as ever to join chapter 932 and to become active. Your energy, ideas and enthusiasm will be heard and appreciated. If you are not already a member, sign up and get out there to join us.

and keyboard to the chapter. This is needed to replace the one in the sim which is no longer functioning.

Certified Food Manager Needed

Are you a McHenry County Certified Food Manager or do you know someone who is?

We would like to have one on hand to advise us for the Vintage Fly-in event and future activities where we serve food.

If you are interested in assisting in this role please contact **Jean Forni** at forniflyer@aol.com.

PC Donated

We would like to extend our deepest appreciation to **Larry Schubert** for donating a PC, mouse

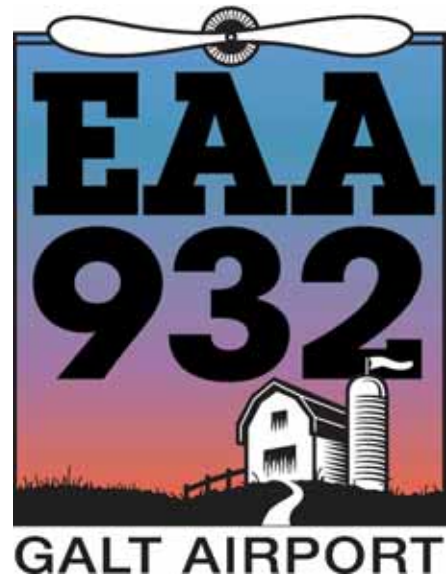
Welcome New Chapter Member

EAA Chapter 932 would like to welcome **Bob Messina** to our ranks. Bob joined the chapter at the Safety Seminar in March.

Next EAA Chapter 932 Meeting

Saturday, May 12

The next General Meeting will be held in the FBO at Galt Airport on 05/12/12, 10:00 am.



At the April EAA Chapter 932 general meeting the members voted to approve a new logo for the chapter.

The logo was designed by **Carol Merry** at Forty Two Eighty Nine, an integrated branding company in Rockford, which also happens to be where Larry Schubert works.

We are very grateful to Carol for donating her time and expertise to designing our new logo and for creating one that reflects the perfect image for a chapter based at Galt.

You may have already noticed that I used it on the front page of this edition of the newsletter and I am sure we will find lots of other uses for it as well.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: April 14, 2012

In Attendance: Bruce S., Beth R., Mike E., Esther M., Carlos M., Jean F., Tom S., Bob M., Paul S., Don S., Ross G., Ron T., Greg D., Jeff H., Walt W., Bob H., Kaylin H., Megan H., Eric R., Tom H.

Minutes: Bruce called the meeting to order at 10:10

Voting Items

1. **Approval of this month's agenda.** Motioned by Esther, Ross seconded, all voted in favor.
2. **Approval of last month's secretary's report as published in Galt Traffic.** Motioned by Beth, Ross seconded, all voted in favor.
3. **Treasurer's report.** Motioned by Jean, seconded by Walt. Discussion. Bruce is confused by the report. Showed \$4000 going into the account but it's unclear what that is. Perhaps grant money from MCCF? Esther: shouldn't money that was transferred from FOG be part of this balance? Four votes to approve, Bruce is opposed, the motion carries with objections.
4. **New Logo Design.** Bruce motioned, Esther seconded. Discussion. Esther is wondering what happened to the spotlight beacon. That was not included in this version of the logo. All voted in favor.
5. **President's report.**

- Greg Donski was presented with an award for recognition of his service as president of Chapter 932.
- Received an email from someone that attended the safety seminar thanking us for putting it together.
- New bylaws were passed by a combination of proxy voting, general meeting, and email voting.

6. **Vice President's report.**

- Safety seminar was a big success. 110 people in attendance. 33 dollars in donation for food. We raised \$389 thanks to Neil Anderson's donation of a Yak ride for the raffle. It ran really smoothly and Beth would like to thank everyone that helped - chapter members, family, CAP.
- Returning advertisers for the newsletter: Dusty's, Lumair, Custom Silkscreen Services. General Store in Greenwood has reopened. They have beer, food, coffee, and more. They will also be advertising in the newsletter.
- Advertising space is usually \$10/month or \$100/year. Chapter members can advertise for free in the classifieds section.
- New computer for the sim donated by Larry Schubert. Ross Gruenwald volunteered to install the sim software.
- Welcomed new member Bob Messina to his first chapter meeting. Bob joined at the safety seminar in March.

Committee reports

- **Aviation Club:** Ross Gruenwald reported on behalf of Dan Wallis: Met last week and made some progress. There is some interest from a few CAP cadets that will be joining the club. There are currently 4 active participants.
- **Young Eagles:** Pilots that fly more than 10 young eagles in a year earn credits. We accumulated \$325 worth of credits from our YE events last year. Thanks to Dave, Walt, Larry and Brian for their big contributions.

Old business

- **Chapter work weekend.** Greg, Dave, Mike are interested in participating. Bruce will get in touch with John Roach.
- **Grant money.** We must update our tax exemption documents with the state of Illinois. Dan and Dean sent off the paperwork, hoping that it will be taken care of soon.
- **Vintage Fly-in.** Bruce spoke with a private insurer. Spoke with EAA and discovered that we are prohibited from getting 3rd party insurance. EAA insurance covers the whole event. Possibility of a Jet Car on display. Esther: Are scouts covered for camping on the property? Paul found an EAA restriction against overnight youth group camping. Jean - June 9-10 chosen for the fly-in. Looking for a name - "Barnstormers Days"? All in favor. Vintage aircraft on static display, maybe fly-bys. Will be contacting some EAA vintage clubs, and Beth is talking to Pietenpol people. Maybe helicopter rides if the demand will be great enough. Bruce talked to Northern Illinois Streeters club, but most of their cars are 60s-70s hot rods. Trying to find cars that fit the barnstormers theme. Will probably restrict cars to 1940's or earlier. Greg said that if we want to appeal to the general public we might want to include the newer "antiques". Dave: Local advertising? Bruce: We will probably do some local advertising (posters in Starbucks, Northwest Herald, Woodstock Independent). Start publicizing middle of May. Food: pancake breakfast, grilling, movie selling snacks during the movie. Bruce has a movie "barnstormers" that he got in Oshkosh. Very fitting for this event. Camping. We will start the event Saturday afternoon with grilling and static displays, and the evening movie. Pancake breakfast Sunday morning. Bob ran a bunch of IAC contests. He had good luck bringing someone from the local community in to handle all of the cooking work. Pizza was popular demand. Maybe Dusty's? Pig roast at night, sell tickets, profit off the pig roast. Don: antiques flying in the afternoon - do we anticipate these people camping overnight or just visiting? Unsure. Jean - what do we want to do as a chapter? Donations vs Fees? Do we charge for the flyin? For camping? We're ok with free camping for pilots. Bob ran the flyers and tires event for a couple years - shot ourselves in the foot with the car community. There are 300-400 just in the area. They were our bread and butter from a moneymaking standpoint, but they effectively took over the event. Need to be careful. Became a car event instead of a flyin event. Something to consider. Health permit is \$45. Looking for a certified food manager. Recommended to have a certified food manager if we do more than one event a year. Porta potties - \$160/weekend. Don't use crown. Carlos will look into the potty situation. Big tent - we will inspect after the meeting. Volunteers - people to cook, people to set up, people to serve, marshaling airplanes, playing music, selling snacks during the movie. Jean has signup sheets that will be posted on the board in the FBO. Poster to be completed soon.

Motion to adjourn by Jean, seconded by Eric, all in favor. Adjourned 11:16 AM.

Galt Traffic Classifieds



PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN

hardware throughout. Original instruments reconditioned and and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C).

Asking \$58,000. Contact Jeff Hill at (815) 338-3551 or by email at JeffreyHill@sbcglobal.net.

SCRAPMETAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

WANTED

EAA Chapter 932 is seeking an EAA Technical Counselor to support two Pietenpol projects. If you know anyone who might be interested please contact Beth Rehm at (847) 530-8014 or vp@eaa932.org.

CLASSIFIED ADVERTISING

EAA Chapter 932 members may advertise aviation-related products and services free of charge in a classified ad in this newsletter.

For non-members the advertising rates are \$10 per month or \$100 for 12 months. We are happy to include advertising in other sections of the newsletter as well as here in the Classified section. Please contact the editor to discuss your advertising needs at editor@eaa932.org.



NEW Dessert Pizzas
Chocolate Chip Cookie Dough, Cherry & Apple **\$6.95**

815-653-2400

We Accept 

Dine-in, Carry Out or Delivery. We Deliver to
Wonder Lake, Hebron & Richmond.

7613 Howe Road
Wonder Lake, Illinois
(One block West of Barnard Mill Road)

HOURS:
Sunday 12-10
Monday 3-10
Tuesday 3-10
Wednesday 3-10
Thursday 3-10
Friday 3-11
Saturday 12-11

DAILY PIZZA SPECIALS

MONDAY	\$4.75 12" PIZZA (one topping) Limit 4
TUESDAY	\$5.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY	\$11.99 2 SMALL PIZZAS (one topping)
THURSDAY	\$20.99 2 LG PIZZAS (one topping)
FRIDAY	\$5.00 OFF 2 XLG PIZZAS
SATURDAY	\$20.99 2 XLG PIZZAS (one topping)
SUNDAY	\$2.00 SMALL PIZZA WITH ANY XLG (small pizza one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special Limit 2
Sunday Pizza Special Limit 1
Additional Pan Stuffed and Topping Charges Apply

Having a Party?
Call Us We Can Help!

Daily Dinner Specials

SUNDAY	Jumbo Shrimp & Ribs Combo	15.95
MONDAY	Tortellini Bake	7.95
TUESDAY	Cheese Ravioli with Meatballs	7.95
	All you can Eat Pizza & Pasta Buffet in our Dining Room	7.95
WEDNESDAY	Lasagna with Italian Sausage	8.95
	All you can Eat Crab Legs in our Dining Room	24.95
THURSDAY	Chicken and Broccoli Linguini	7.95
FRIDAY	21 Piece Shrimp Basket	6.95
	All you can Eat Fish Fry or Chicken Strips in Our Dining Room	9.95
SATURDAY	BBQ Ribs 1/2 Slab	10.95
	Full Slab	15.95

OPEN
7
DAYS A WEEK

EAA Chapter 932 Presents

Saturday, June 9

Brats 'n' burgers @ noon

Pizza dinner @ 6pm

Movie and Popcorn @ 9pm

BARNSTORMER DAYS



30s-40s
aeroplanes &
automobiles

Fly-in camping

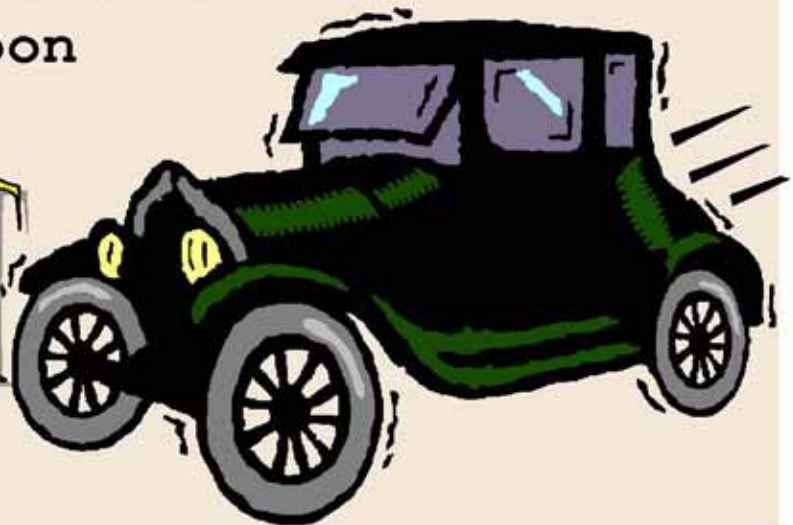
Sunday, June 10 - Pancake

Breakfast 8am to noon

GALT AIRPORT

Sponsored by JB Aviation

Management & Knots 2U



Contact Bruce Schottland (847) 912-5122 president@eaa932.org

Galt Airport/EAA 932 Calendar of Events

May 5	EAA 932 Aviation Club meets at McHenry Savings Bank for RC Model building, 9 am.
May 12	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
May 19	Young Eagles Rally, Galt Airport (10C). Set up begins at 8:00 a.m.
May 26	EAA 932 Aviation Club meets at McHenry Savings Bank for RC Model building, 9 am.
June 9 - 10	Barnstormer Days! EAA Chapter 932 Vintage Aircraft Fly-in, Galt Airport (10C).
July 14	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
August 11	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
September 8	EAA Chapter 932 Young Eagles Rally
October 13	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
November 10	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.

See the Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA Chapter 932.

Other Aviation Events

May 6	EAA Chapter 22 Fly-in/Drive-in Breakfast, Courtesy Aircraft Hangar, Rockford, IL (RFD), 7 a.m.
May 6	EAA Chapter 1177 Young Eagles, Palmyra, WI (88C), 10-2. Contact Mike Dean at 262-279-3270.
May 11	EAA Chapter 153 Meeting: Cessna 120/140 Aircraft Upholstery, Schaumburg, IL (06C), 7:30 pm.
May 13	Dupage Pilots Association Fly-out to Lewis-Romeoville (LOT), 9:00 a.m.
May 18-20	Pinch Hitter Course, Ann Arbor, MI (ARB). Contact Rosemary Sieracki at 734-276-4181.
May 20	EAA 1315 Fly-in Breakfast, Taylorville, IL (TAZ), 7-11 am. Contact BillNewberry@taylorville.net .
May 20	EAA 682 Fly-in Breakfast, Ogle County (C55), 7-noon. Contact Glen Orr at 815-732-7268.
May 22-23	2012 Illinois Aviation Conference, Pheasant Run Resort, St. Charles, IL. For more information contact Mike Lane at (217) 528-5230 or mike@p-a-m-s.com .
June 2 - 3	Airfest 2012, Rockford, IL (RFD). More information at http://flyrfd.com/airfest.html .
June 3	EAA Chapter 241 Fly-in Pancake Breakfast, Dekalb, IL (DKB), 8-noon. (http://www.eaa241.org)
June 3	Wings & Wheels Breakfast Extraveganza, Fort Atkinson, WI (61C), 7:30- 11:30.
June 8	EAA Chapter 153 Meeting: Why I Chose My Airplane, Schaumburg, IL (06C), 7:30 - 9:45 pm.
June 14 - 16	IAC Ohio Open Aerobatic Contest, Union County (MRT), Marysville, OH. (www.iac34.com)
June 17	Palmyra Flying Club annual Father's Day Fly-In Breakfast, Palmyra, WI (88C)
June 17	EAA Chapter 153 Father's Day Gourmet Pancake Breakfast, Schaumburg, IL (06C), 8 am - noon.

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

05/2/12, 8:00 p.m.	All About Tires (AMT & Wings credit)	Mike Busch
05/09/12, 7:00 p.m.	Flying Corvair Engines	William Wynne
05/16/12, 7:00 p.m.	Let's Get Dancing (Wings credit)	Tim Brill
05/23/12, 7:00 p.m.	Aerobatic Basics (Wings credit)	Tim Brill

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Mike Evans (312) 445-8866 webmaster@eaa932.org

Woodstock North HS EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 420-5049 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.94

(includes tax)

This newsletter is published monthly and distributed via email to approximately 400 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
